

THE INDUSTRY

Aircraft Equipment on Show : Saro Reorganisation : Personalities

Plessey Products Exhibited

TO the lay ear the name Plessey normally produces a purely radio reaction, but anybody outside the aircraft industry who happened, by accident or otherwise, to walk into the Park Suite at Grosvenor House in the middle of last week would have discovered that, though still a large item in the company's range of products, wireless equipment is by no means all-important.

The Plessey's association with the American Breeze Corporation and others has brought a very large number of interesting items of aircraft equipment to the British market. Newest of all, perhaps, is the Coffman starter, which is now standardised on a number of aircraft engines. This starter is of the cartridge type, but the effect is not at all that to which we have been accustomed in the past. The cartridge is, in fact, of the slow-burning type and the expanding gases force up a piston which, through a quick thread, drives the engine through a complete revolution.

The starter is produced in two forms, one of which, the "M" type, carries a single cartridge unit, while the other, the "L" type, carries a battery of five cartridges in a revolving breech. The two types weigh 25lb. and 35lb. respectively, and the working parts are self-lubricating. Needless to say, the firing is remotely controlled through a switch on the dashboard and the repeater type is reloaded through a Bowden control arranged in a convenient position.

In the little exhibition, too, were examples of the Breeze exhaust gas analyser for mixture control, of the elevator and rudder tab control which may be installed either with chain and cable or torque-tube drive, and the now well-known screening harness in different forms for various standard engines.

In the section devoted to Pesco pumps there was exhibited a very complete range of fuel, vacuum and hydraulic impellers. Most interesting of these was the combined vacuum and hydraulic unit designed to provide the power for both the automatic pilot and the blind-flying instruments, and a pump built in unit with a small electric motor installation in more remote parts of a machine. Although such a unit was not actually on show, these pumps can also be arranged with gear box drive as an 8-pump unit whereby all the necessary auxiliary power is centralised and the drive taken from one point.

Finally, there were, of course, examples of aircraft radio transmitters and receivers, the first with frequency ranges of 15-100 metres and 500-1,500 metres with a remote control system and arrangements for presetting, and the second of the D/F type.

Mr. J. A. McLean

ON his retirement, after twenty-one years' association with the Westland Aircraft Works at Yeovil, during the greater part of which time he acted as commercial manager, Mr. John A. McLean was presented by his colleagues with a clock as an expression of their esteem. The ceremony was performed by Mr. A. Davenport, chief designer.

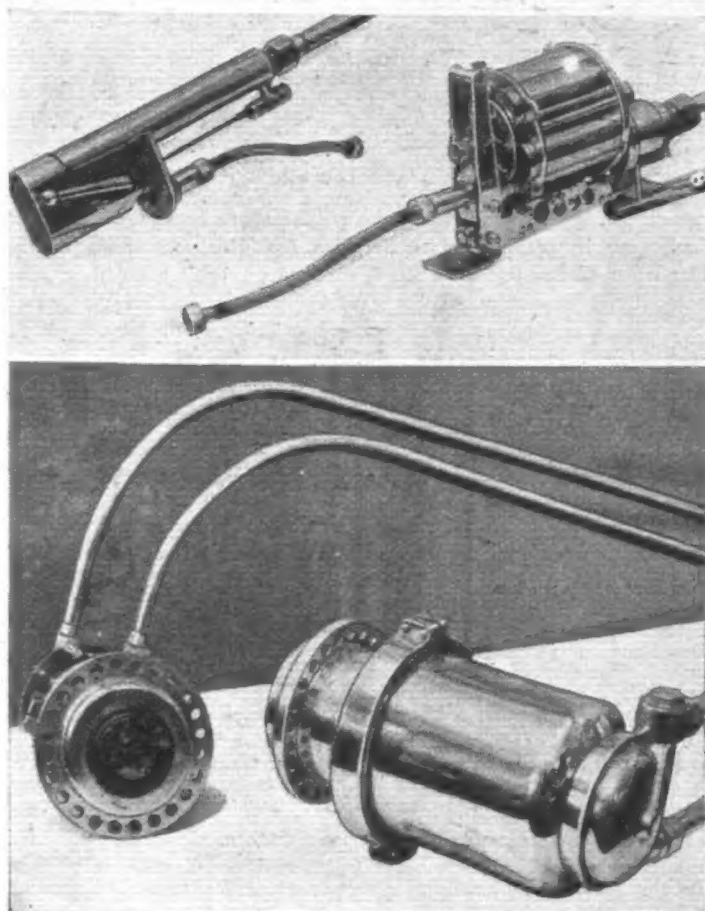
Saunders-Roe Reorganisation

A REORGANISATION of the commercial and administrative sides of Saunders-Roe, Ltd., Isle of Wight, is announced. The following changes are taking place:—

First, the marine section, consisting of the shipyard and boatbuilding business, has been transferred to a new company, Saunders Shipyard, Ltd., all of the shares of which are owned by Saunders-Roe, Ltd. Mr. C. Inglis has been appointed shipyard manager.

Secondly, the plywood section of the business carried on at the factory on Medina River has been transferred to a new company, Saro Laminated Wood Products, Ltd., in consideration for a majority of the shares therein. Laminated Wood Products, Ltd., which hitherto has marketed the major portion of the plywood output, has also merged its interests into the new company, which will now be responsible both for production and sales. The management of the plywood works will continue under the direction of Mr. Miskin, who joins the board of Saro Laminated Wood Products, Ltd., with Mr. Scroggs as joint general manager.

Thirdly, Major Darwin, hitherto managing director, has left the company. On the aircraft side of the business Mr. Broadsmith remains director and general manager, and it is intended to appoint a further executive director. All other senior posts in the executive staff remain unchanged.



"Flight" photographs

Beginnings and Endings: Above are two types of Coffman starter shown at the Plessey exhibition. On the left is the cartridge breech of the standard type and, on the right, the remote-control magazine breech. The lower photograph shows the rotating unit of each type.

A.G.S. Posts

IT is stated that Mr. F. W. Broughton is no longer connected with Aircraft General Supplies, Ltd., of Hanworth. Mr. A. S. Beresford has been appointed secretary.

Comets and Cars

F/O. CLOUSTON and Mr. Victor Ricketts have purchased two Wolseley cars, a 25h.p. drop-head coupé and an 18-80 saloon, from Eustace Watkins, Ltd., the Wolseley distributors in London.

The Rayoid Process

THE address of the Rayoid Manufacturing Co., Ltd., who, as related last week, are handling a new airscrew treatment process, is 79, Lombard Street, London, E.C.3—not 97, Lombard Street.

Air Committee at Bristol

SOME forty members of the Parliamentary Air Committee from both Houses last week visited the Bristol Aeroplane Company's works. They saw the Blenheim in mass production, inspected the flying school, and were conducted round the aero engine department, in the experimental section of which they saw the Hercules sleeve-valve.

"Approved" Chromium Deposition

IT is announced that Fescol, Ltd., have received approval for A.I.D. inspection at their new works at North Road, London, N.7, while their reconstructed premises at Grosvenor Road, London, S.W.1, have also been approved. Chromium deposition work for the aeronautical industry is now being done on a large scale at both places.

The Grosvenor Road works were considerably damaged by fire some time ago and, as is usual in such cases, approval was automatically withdrawn.